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INFORMATION REPORT

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COUNTRY Peru

REPORT NO.

SUBJECT Ports of Port San Juan/Ilo/Talara Lighthouse Harbor Entrance/Conditions/Facilities/Charges

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Port San Juan

1. Our ship was in Port San Juan during August and September 1953, at which time I was able to make the following observations:

   a. Harbor Entrance: The entrance to San Juan Bay is easily distinguished from seaward. During daylight the lighthouse on the south side of the entrance and also the white colored sand on the extreme point distinguish the entrance. During the night the approach is more difficult, as the light on the south point is very weak if not extinguished. The strong lights from the shore installations, however, give the best guide in locating the entrance. Range lights and other necessary navigation lights will be installed in the near future.

   b. Harbor Conditions: Vessels enter port of San Juan bow to the shore. Iron ore vessels use the north side of the pier, and only one can berth at a time. Vessels handling general cargo use the south side. Depending upon their size, either one or two ships can berth on the south side at the same time. Depth on the south side of the pier is 34 feet at the shore end and 52 feet at the sea end. The slope is gradual, and the bottom sandy. There is a constantly prevailing southeast wind; and in May through August, which are the winter months, there is an occasional swell and surge. Vessels will ordinarily lay alongside the pier quietly, but as soon as a swell commences they are taken out and anchored. When there is a swell, a ship cannot be held alongside the pier without breaking her lines. At present there are no mooring buoys to hold the ship off the pier. Vessels must use their own lines and anchor when docking.

   c. Cargo Handling - Loading: San Juan primarily is a port for exporting iron ore. Ore is loaded with a gantry type ore loader from the north side of the pier.

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Port authorities state 10 thousand tons can be loaded in 10 hours, but it is reported also that the ore loading capacity is limited by ore crusher capacity. Officials at the port advised that some Huron equipment had been returned to Callao. The nature and amount of equipment was not discussed.

d. Cargo Handling - Discharging: The discharge rate has been described as slow, due largely to the fact that cargo can be discharged directly to the pier only when no vessel is loading ore, since the ore loader cannot move up and down the pier when a ship's booms are out. This cargo is unloaded by the ship's gear onto trucks which take it to a warehouse two kilometers away, then return for another load. When ore is being loaded, general cargo has to be discharged into lighters. It is planned that in the future cargo will be discharged onto the dock and stowed in the center there. After the vessel's departure, the cargo will be sent to the warehouse. This system will be employed whenever the cargo totals 80 tons or more, and will do away with the many delays waiting for the loading, unloading and return of the trucks.

e. Pilotage: Pilots are compulsory. The docking pilot will board day or night. Mooring and unmooring operations are in charge of the Harbor Master, Mr Finn Bjernaby, who is a US Master Mariner.

f. Port Facilities: The Utah Construction Company built the pier at San Juan, and they operate it and most of the port facilities. Utah Construction Company owns three steel lighters. One has a capacity of 500 tons, and the other two have a capacity of 260 tons each. One of the small lighters cannot be used and is practically beyond repair. The other small lighter can actually lift only 150 tons. The 500 ton lighter is to be beached immediately for repairs /April 1954/. Timber is being placed alongside the dock for fenders. At the present time /Sep 1953/ there is only one sea mule in the port of San Juan.

g. Supplies: Supplies can be obtained only in an emergency. The nearest town is 35 miles away; therefore the cost of supplies is excessive. Fresh water and fuel are not available at all.

h. Repairs: Only emergency repairs can be made.

i. Port Charges: The following is a list of the standard port charges of the port of San Juan. All amounts are given in US dollars.

Agency fees	$135
Use of tugs in docking, dedocking, launch service	$ 35
Line handling	$ 15
Usage of mooring lines (per day)	$ 30
Pilotage, docking, dedocking	$ 40
Clearance documents	$ 20

J. Foreign Government Representation: There are no foreign consulates at Port San Juan.

/Navy's Preparing Officer's Comment: There seems to be some disparity between the port's capacity for discharging general cargo and for loading ore. Source's ship took 7 hours and 15 minutes to discharge 50 tons of general cargo. A source of unknown reliability reports that it takes three days to load a Liberty ship with ore at San Juan. All this makes the figure 10 thousand tons in 10 hours seem very doubtful./

Port of Ilo

2. Dock and Breakwater Construction: In February 1954, the new dock and breakwater construction planned last year /1953/ had not yet commenced. There was still talk in Ilo of putting in a breakwater, but nothing was being done, since the

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depth and roughness of the water would make the project very expensive. Several construction companies have investigated the prospects for building a breakwater, but the investigation has diminished their enthusiasm. Nevertheless, there is quite an incentive for port development at Ilo, since a considerable amount of copper is easily available in the vicinity.

Talara Lighthouse

3. Characteristics of Lighthouse: The new Talara lighthouse was to commence operation on 17 Nov 53. It is located at 4° 34' 38" S; 81° 17' 25" W on Rocosa Point, at a distance of two thousand feet in direction 008° from the old tower. Height above sea level is 194'. Height of the structure (to the center of the lens) is 30' 6". Color of the light is white. The light flashes every five seconds (period of light is one second; period of darkness is four seconds). Visibility of the light is 15 miles. It is a five thousand candlepower unwatched electric light with a 375 millimeter lens. The light tower is made of cement and is hexagonal in shape. The tower is checkered yellow and black. The tower is owned and operated by International Petroleum Company, Ltd, Talara.

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